

Daily Clarion.

By E. Barksdale, J. L. Power, Harris Barksdale

Official Journal of the State of Mississippi

Thursday, - - - - - March 4, 1880

Democratic-Conservative State Convention.

The Democratic-Conservative State Executive Committee at a meeting on the 2d of March, have named Wednesday, June 2d, at 11 o'clock, a. m., in the city of Jackson, as the time and place for holding a State Convention to appoint delegates to the National Democratic Convention, and nominating a Presidential electoral ticket. All Democratic-Conservative citizens of Mississippi, irrespective of past political associations, and differences, who can unite with us in the effort for pure economical and constitutional government, are cordially invited to join in sending delegates to the Convention. The basis of representation will be the same as heretofore fixed unless otherwise ordered by the Convention, viz: Each county will be entitled to double the number of delegates that it has Representatives in the State Legislature. The Committee recommend SATURDAY, MAY 21st, as the day upon which the counties shall hold their Conventions to appoint delegates to the State Convention unless the County Committees shall otherwise order. It is requested that a thorough organization of the Democratic-Conservative party, be effected in each county, preparatory to the November elections.

E. BARKSDALE, B. T. KIMBROUGH, J. C. PREWITT, R. C. PATTY, W. W. HUMPHRIES, A. J. BAKER, W. A. PERCY, M. F. BERRY, G. D. SHANDS, WM. MCWILLIE, R. H. ALLEN, E. F. GRIFFIN, L. D. McDOWELL, T. M. E. COOPER, R. H. TAYLOR, T. OTIS BAKER, G. M. KLEIN, E. BARKDALE, Chairman.

JACKSON, March 2d, 1880.

The Democratic newspapers of the State are requested to publish the foregoing.

SENATOR STEWART'S bill for the prevention of cruelty to animals, passed the House yesterday. We will publish it at an early day.

THEY are hard on tramps in Rhode Island. They punish them by imprisonment in the State work house at hard labor for one year.

THE Senate bill recognizing the University debt, and providing for the annual payment of thirty-two thousand dollars annual interest on same, in lieu of yearly appropriations, passed the House yesterday.

WE are glad to say that the bill providing for an enumeration of the population the present year with a view to a new legislative apportionment, has passed both Houses.

THE Senate and House have at last concurred in a bill for the prevention of the introduction and spread of yellow fever and other malignant diseases in our State. Recent reports of the occurrence of fatal cases of the yellow fever on board of United States vessels immediately south of our borders, have shown the necessity of immediate legislation.

THE NEW ERA is the appropriate title of a new journal just started at Natchez, by Mr. Henry C. McNeill, publisher, and our old friend Col. John S. Holt, editor. The latter brings his varied knowledge and his ready and experienced pen to his task. The paper, for the present, will be published weekly, but as Natchez increases in population under the impulse of her new railroad and manufacturing enterprises, it will doubtless develop into a first-class daily.

The Hog Crops.

It is now estimated that the hog crop of 1879 was about 1,000,000 hogs short. Counting these at 200 pounds each, making 200,000,000 pounds, which will be felt sooner or later, when ceases the profitable employment given to laborers of all kinds who eat pork, and who can easily pay for it this year than formerly. And so soon as the crop passes from farmers' hands, we look for a large advance, making princely fortunes for those having large stocks on hand.

(This means that cotton producers who don't raise their own meat will be compelled to pay high prices the present season.)

THE Virginia "readjusters" (reputations) seem to have been badly sold. They made a compact with the African element, carried the Legislature, and have matured a bill saving the State about \$17,000,000, and issuing new bonds at low interest for the balance, about \$18,000,000. But behold, the bondholders have addressed some kind of argument to the colored allies that have induced them to change front; and the probabilities are that the "readjusters" will find that their nicely laid scheme has come to grief.

Senator Fitzgerald.

Senator Fitzgerald is making an enviable reputation for himself in the Legislature. He is decidedly a leader; and there is splendid timber in him for making something more colossal than a State Senator.

The Silver Question.

The opposers of the remonetization of silver say that the present ratio of 16 of silver to one of gold, is not large enough. They are Bourbons enough to have forgotten several things. First, that silver, as well as gold, has been the world's money from time immemorial; and second, that the ratio here named has been established by the experience and the experiments of centuries to be the nearest to the equality of values. The assumption of the monometalists that there ought to be more silver in the dollar than at present, is all a pretence. It will be borne in mind that the Secretary of the Treasury recommends, not that the silver dollar be made with more silver in it; but that its coinage be suspended. This is the real issue. The fact, however, will not be denied, that the present silver dollar is of precisely the same weight and value that it was when the government bonded indebtedness was created, and the contract was formed that it should be paid in coin of the value then existing. To increase the value of the silver dollar, say twelve cents as is now proposed by the tools of the bond holders, would be the robbery of the debtor class to that amount on every dollar. It would aggregate a considerable sum.

The Pending Presidential Election.

I regard the coming struggle as one of life or death to our government. In the country, believing that unless the Democratic party shall attain to power there is no longer hope that the people will be permitted to control their own elections. Force and Fraud, under the aegis of national authority, wielded by reckless partizanship, and bolstered by political adjudications will be omnipotent to determine the Presidential succession, and maintain a supremacy over the North similar to that so long inflicted upon the South. The politics of the nation will then rapidly descend from peaceful adjustments by the ballot to sanguinary struggles and desperate chances in the field.

(In the same letter the writer (Ex-Gov. Brown of Missouri) declares his preference for Gov. Seymour, on the ground of statesmanship and availability.)

The Late Hon. James Brown.

Columbia (Tenn.) Mail.] "Another of the early settlers of Maury county has passed away. Colonel James Brown, aged eighty years, died a short time since in Texas whither he had removed from his Mississippi home, about three years ago with his son William and his youngest daughter, Julia Shotwell. He was the oldest son of Rev. Joseph Brown, once so well known to all the people of Middle Tennessee, and particularly Maury county. James Brown came to this county when quite young and lived with his father, who they lived three miles from Columbia near the place where Dr. Akin now lives, on the hill immediately on this side of Lytle's creek, near the old burying-ground, where so many of the pioneers of Maury now sleep. There was then a church near that place, and there stood the first court-house in Maury county. The death of Colonel James Brown revives the recollections of the old times of Maury county. When James Brown came to this county, it was the time of Indian fighters and black houses. He was brought up among scenes of danger, and this gave him much of that fearless energy which he exhibited in after life. When quite a youth, in company with his uncle, Colonel Joseph B. Porter, he surveyed a greater portion of what is now West Tennessee, and became familiar with the whole country, long before any white people were there. His mother, Mrs. Joseph Brown, was a daughter of John Thomas, who was one of the first settlers of Davidson county. Her brother, Joseph Thomas, and her husband, Joseph Brown, were celebrated in the history of Tennessee as Indian fighters. Her sister, Mrs. Joseph B. Porter, was the wife of the first county clerk of Maury county, who held the office for nearly twenty-five years. The Browns, Porters and Bradshaws were the earliest settlers south of the river, and their descendants are now scattered through Tennessee, Mississippi and Texas. Colonel James Brown was first married to Miss Williamson, who was the sister of Mr. Cord Williamson and of Mrs. P. D. Franklin, and the niece of Mrs. Nicholson, the mother of Hon. A. O. P. Nicholson. Colonel Brown, after he was married first, settled in Madison county, Tennessee, and his first wife was buried near Jackson, in this State. He afterward emigrated to Mississippi and became one of the richest and most prosperous farmers in that State, as well as one of the most able and public-spirited of her citizens. He did a great deal toward the establishment of the Mississippi University, which was located at Oxford, the place of his residence. By the war he lost all of his property that he had not given to his children. But with the energy characteristic of the man, he commenced life anew, and was rapidly acquiring property in Texas. He was a noble, true and good man. He gave all he had to the cause of his country, and though weary, he never became despondent. He attached himself to the Cumberland Presbyterian church, of which his father was for so long a leading and most beloved minister. All of his father's family, which was once so numerous, are now gone, except Mrs. Ann Lindsay, of Giles county, his only surviving sister. Colonel James Brown was a noble specimen of the early pioneers of Tennessee. His death though not unexpected, will carry sadness to the hearts of thousands.

What Women Can Do.

Miss Howard, a popular physician at Tintin, China, is a Canadian girl, and received her education at the Michigan University. For successfully treating the wife of a prominent Chinese statesman, she has been sent to Peking in a royal barge, loaded with presents.

Leila G. Bedell, M. D., and Sue A. White, M. D., graduated at Boston University School of Medicine in 1878, and located in Chicago the same year. Their success has been exceedingly gratifying both financially and in the results to their patients, which is a fresh proof that women may be successful in this profession.

Lexington Advertiser.

We hear good reports from Messrs. Hamilton and Christmas, at Jackson. The former stands high in the estimation of his brother Senators, while the latter is winning renown in the House.

RAILROAD TARIFFS.

LETTER FROM GENERAL MANAGER J. C. CLARKE, CHICAGO, ST. LOUIS AND NEW ORLEANS RAILROAD.

NEW ORLEANS, Feb. 23, 1880.

Hon. Chas. T. Murphy, House Representative, Jackson, Miss.

MY DEAR SIR: Yours of the 7th did not reach me until this morning. It may be too late for me to make any suggestions in reference to the Humphries bill, which I discussed before your committee.

It must be apparent to every intelligent mind, how impossible it would be to make a rigid tariff of rates, that should not vary according to the values of the articles transported, and the distances they might be carried.

If you were to make a uniform rate, applying to all freights, at the same rate per ton per mile, many of the products now transported by rail would be prohibited, because of the fact that the rates would absorb the value of the products.

Supposing you transported a barrel of flour, bacon, salt, meal, or molasses for 20 miles, and charged 25 cents for its transportation; then suppose the same articles had to be transported 300 miles, and you charged 25 cents for each additional 20 miles—you see at once it would be a prohibition on transporting the articles a long distance. Again, take lumber. Supposing you transported a car load of lumber 50 miles, and charged for that service \$10, which would be \$2 per thousand feet.

Now suppose that load of lumber was destined to travel 450 miles, and you were to charge \$2 per thousand feet for each 50 miles, the cost of transportation for this distance would be \$18 per thousand feet, and the lumber would still be far short, perhaps, of its final destination. You at once discover that any such charge would amount to prohibition on all shipping a single pound.

The lumber shipped from Mississippi, competes in Illinois, Iowa, Missouri, Ohio and Indiana, with the lumber from Michigan, the northwest, and Canada; and we must either transport it at such rates as to afford to pay or prohibit its transportation altogether, by such a law as is sought for in the Humphries bill.

Then, again, take a bale of cotton, and suppose that we charge 50 cents for transporting it 50 miles. The northern limit of Mississippi to New Orleans is, in round numbers, 400 miles; and if we made an additional charge of 50 cents for each 50 miles of transportation, the cost would be \$4 per bale—our present charge being \$3 per bale for this service.

Thus, you see, this uniform tariff would militate against the producer or the party who had any surplus product of any kind to ship to market.

Now, the great object which the Humphries bill has sought to obtain, is that local freights and passengers for short distances, should pay no more rates per ton per mile than for long distances, or that through and local rates should at all times be the same. Such a policy would at once destroy all through business, simply because, the traffic intended to travel long distances, would not bear the rates of transportation that such a law as the Humphries bill would impose upon it.

If this bill were enacted into a law, it would seriously tend to destroy all manufacturing in the State, and would impose a burden upon the surplus products of agriculture that would work great hardship to the producer.

The value of any article at the point of production, and the price it will bring at the point of destination, will, in nearly all instances, fix the rate which such article will bear for transportation; and the carrier must be willing to transport at such rates as will leave a profit to the producer, or the raising of such products will not bear the charges provided in this bill, must be abandoned.

Now, if the local shipper is only charged fair and reasonable rates for the services performed for him, does not common sense dictate that he is not injured, in any manner, by the railroad hauling for some other party a longer distance, even though it is done at less rates?

Allow me to call your attention to another matter that does not seem to be understood, or if understood is purposely perverted, and that is this: We haul cotton from Memphis, say, a competing point with the river and railroads to Cincinnati, New York, Norfolk, Charleston and Savannah, but specially with the river. We transport it from there to New Orleans for \$1.50 per bale. Nine-tenths of all the cotton we haul from that point is compressed, and we get 55 bales into a car, which gives to us a gross revenue of \$77.50 per car. Now, all the cotton we haul from Grenada, a point 100 miles nearer New Orleans than Memphis, is uncompressed, and we get \$3 per bale for hauling it. Of uncompressed cotton we can get but 20 bales into a box car, which gives a gross revenue of \$60, or sometimes 22 bales, producing \$66. While the uncompressed cotton is not of the same weight as the compressed, nevertheless, you will observe, it taxes fully the capacity of the car. Our proportion of the rates from Memphis to New Orleans, gives us \$62. Then, you will see, while we charge \$3 per bale from Grenada, the cotton from Memphis at \$1.50 per bale affords about the same amount of revenue to us. Now if all points on the road would erect compresses and compress all their cotton, we would be very glad to haul it at the same rate of charge, because it would take very many less cars to do the business than it does now.

You must also bear in mind that, in the months of April, May, June, and August there is but little local traffic on the line of our road. At this season of the year we have our houses full of idle engines, and our side-tracks full of empty cars, because there is nothing for them to do. Now, if we send our cars away and seek business at competing points, and haul that business at competing prices, does not common sense show that the local shipper is not injured by any such line of policy? If, on the contrary, we did not secure traffic from competing points, and beyond the terminus of our line, we should be compelled to charge the local traffic at least 66 per cent higher rates than we now charge, in order to earn sufficient revenue to maintain and keep the road in running condition. Therefore, it is to the interest of the local shipper, that we should control such traffic as it is possible for us to do, to swell the gross revenues of the company from which the operating expenses must be drawn, and such a line of policy enables us to transport the local traffic of the road at a much less rate than we could afford to do if we did not compete for and control traffic beyond the termini and not legitimately tributary to this line of railroad.

Of the total business of this railroad for the year 1879, 59 per cent. of the tonnage was derived from foreign and competing points, while the local business of the line, and that tributary to it, yielded but 41 per cent.

Of the total earnings of the road the

foreign and competing business yielded 58 per cent, and the local business 44 per cent.

Of the total earnings of this Company's property in the State of Mississippi, for the year 1879, 85 per cent. was again paid out to that State for labor and supplies.

The gross earnings of the road per mile, as well as the net, are less on the 820 miles in the State of Mississippi than upon the mileage in Kentucky, Tennessee or Louisiana.

This transportation question is one of the utmost magnitude, and the ablest and wisest men of the country, for more than a hundred years, have been unable to cope with it in such a manner as to fix rates or tariffs, or impose duties as would work no hardship to either the producer, consumer or carrier.

Any laws enacted by the Legislature that work a hardship on the carrier must of necessity work an equal hardship on the producer.

Every representative must, of course, determine for himself the line of policy, which in his judgment is best calculated to promote the material welfare and prosperity of the State; and, I think it is due to such representative, as well as to his constituents, that he should be governed, in making laws, by the best information within his reach upon those subjects he is called to legislate upon.

You are at liberty to show this communication to anybody you please, or to have it read before your body.

Very respectfully,

J. C. CLARKE, V. P. and G. M.

Gulf and Ship Island Railroad.—Mississippi Can have a Sea-Port of Her Own.

MARION COUNTY, MISS., FEB. 23, 1880.

EDITORS CLARION:—Permit me to inflict upon you a communication from the Piney woods of South Mississippi, upon the subject of the Ship Island Railroad. I see by the newspapers that there has been a little talk upon the subject since the meeting of the Legislature, but I am fearful that the matter will end there. This has been the case for the last thirty years, and nothing practical has been done yet.

In 1836 some interest was taken in the matter through the efforts of the Legislature. At that time a donation of land was secured from the General Government, an appropriation made and a very impracticable survey made. I say impracticable from the fact that the proper route was not taken in a large portion of the survey and such is the case with the survey of the Vicksburg and Ship Island Railroad. The old route from Jackson to Mississippi City is the grandest road-bed in the State, and is unsurpassed in the whole South for the construction of a Railroad, and is the one that should be adopted. The Vicksburg and Ship Island Road is a chimera and will never be built. It may be built as far as the Chicago, Saint Louis and New Orleans Road, and become a feeder to that road, but will never go to Ship Island. The whole length of the line from Jackson to Mississippi City on the proper route does not exceed one hundred and seventy-five miles to connect the Capital of the State with best harbor in the Gulf of Mexico, and it being the first deep water wharf can be reached by the Southern Pacific Railroad. Ship Island has advantages over New Orleans that cannot be overlooked. It is natural to be supposed that the latter city will use influence and money to defeat the building of this road as heretofore, and Mississippians must expect to meet and combat them. It is folly for our State to expect to report the same, and have instructed us to report the accompanying concurrent resolution, with the recommendation that they be adopted.

STANLEY GILBERT.

Chairman on part of the Senate.

A. J. McLAURIN.

Chairman on part of the House.

RESOLUTIONS.

Whereas, The late Mrs. Sarah A. Dorsey, of Beauvoir, Mississippi, bequeathed at her death to the State of Mississippi, a crayon portrait of the Hon. Jefferson Davis, a crayon portrait of the Hon. Jefferson Davis, taken in the apparel which he wore when, as President of the Confederate States, he was captured at the close of the late war by United States troops; and

Whereas, Said portrait is valued by us not only as a likeness of one who faithfully and ably represented the patriotism and manhood of the South during our four years struggle for self-government, but also for its historic value in preserving the memory of the true hero in which he was situated at the time of his capture, as appears from an autograph letter from her accompanying said picture.

Resolved, That the people of Mississippi, through their representatives here assembled, do hereby express their appreciation of the gift, and their gratitude to the giver, who has thus linked her name with that of the illustrious President of the Lost Cause.

Resolved, further, That the Librarian take charge of said portrait and place it in a suitable place in the State Library, and that the autograph letter of Ex-President Davis be preserved with said portrait.

Resolved, further, That a copy of these resolutions be transmitted by the Secretary of the Senate to Hon. Jefferson Davis.

The resolutions were unanimously adopted: S. B. No. 217, to amend the charter of the Board of Trustees, and to establish a publishing house to print books in raised letters for the benefit of the blind, was passed. Mr. Stewart moved to call from the table, S. B. No. 218, to make an appropriation for the erection of a fire-proof building in the city of Jackson for the Mississippi Asylum for the Blind, which motion was lost.

S. B. No. 185, for the relief of John D. Freeman, was taken up. The Committee on Claims recommended an amendment striking out \$1000 and inserting \$200.

Mr. Stewart moved to amend amendment by striking out \$250 and inserting \$500. Lost. On motion of Mr. Singleton, the Senate resolved itself into a Committee of the Whole for the purpose of hearing a statement from Gen. Freeman, Mr. Dalton in the Chair.

The bill, as amended by Committee of the Whole, was passed.

Chapter 9, of the Code, in relation to public revenue, was taken up, and House amendments were concurred in.

Mr. Stewart offered the following amendment which was tabled, on motion of Mr. Bills.

Amend by striking out \$30 tax per mile on the Natchez, Jackson and Columbus Railroad, and insert \$20.

Mr. King offered an amendment, which was adopted, fixing a privilege tax of \$100 upon agents buying cotton seed in this State to be sold out of the State; and a tax of \$50 upon agents buying cotton seed to be sold in the State.

Mr. King offered the following amendment, which was tabled.

Amend by taxing all wide gauge railroads at \$80 per mile, and narrow gauge roads at \$40 per mile.

H. B. No. 276, to protect crops in 24 Supervisors District of Benton county, was passed.

H. B. No. 289, to amend an act to incorporate the town of New Albany, Union county, was passed.

H. B. No. 334, for the relief of Dr. S. H. Hays, of Marshall county, was passed.

H. B. No. 303, to change the name of the Holly Springs Savings and Insurance Company, was passed.

H. B. No. 388, for the establishment of a rule of measurement for saw logs and square timber, was passed.

H. B. No. 36, to provide for the collection of the common school funds in certain cases, was passed.

H. B. No. 359, to amend an act to provide for and regulate the custody of the "School Land Fund," arising from the 16th section in Choctaw and other counties, was passed.

H. B. No. 382, in relation to public roads in certain counties, was passed.

ASTI-GRANT men with Democratic proclivities have no business in Republican caucuses; they should join the party of caste and fraud without delay.—Concord (N. H.) Monitor.

How about Grant men with Republican proclivities? Have they any business in Democratic caucuses?

LAW.

OF THE

STATE OF MISSISSIPPI.

[PUBLISHED BY AUTHORITY.]

AN ACT to amend an act in relation to pleading in certain cases.

SECTION 1. Be it enacted by the Legislature of the State of Mississippi, That hereafter it shall be lawful for any auditor, any of the courts of this State to file any plea, or pleading, commonly called a plea *pro deo* or continuance, or since the last continuance, when such pleading shall contain meritorious matter, without waiving or affecting any pleading previously pleaded by such person in the same case.

Sec. 2. Be it further enacted, That this bill take effect from the date of its passage.

Approved, March 2d, 1880.

AN ACT to encourage the publication of a Supplemental Digest of the Supreme Court Reports of this State, and for other purposes.

SECTION 1. Be it enacted by the Legislature of the State of Mississippi: That the sum of three thousand dollars is hereby appropriated out of any money in the Treasury not otherwise appropriated, and that sum is hereby set apart and made a special fund for the following purposes and none other:

Sec. 2. Be it further enacted, That the Judges of the Supreme Court of this State are hereby authorized and empowered to purchase of Garnett Andrews for the use and benefit of the State, two hundred and fifty copies of a supplemental digest of the Supreme Court Reports of this State, whenever the said Andrews shall notify said Judges that he has a digest printed.

Sec. 3. Be it further enacted, That it is hereby made the duty of said Judges of the Supreme Court to cause said digest to be a correct digest, and that it is published in suitable form and style, and upon a plan to meet the requirements of the State.

Sec. 4. Be it further enacted, That when the said digest shall have been submitted to the said Judges, and they shall have examined the same, and shall have decided that it conforms to the requirements of the third section of this act, it shall be and is hereby made the duty of said Judges to certify to the Auditor of Public Accounts, who shall immediately thereupon draw his warrant upon the State Treasurer, for the sum of three thousand dollars in favor of said Garnett Andrews in payment therefor; and said Andrews shall, at the time of receiving said warrant, if not before, deliver to the Secretary of State the said number of copies of the digest as provided in the second section of this act; and the said Treasurer shall pay same out of the appropriation herein made.

Sec. 5. Be it further enacted, That this act shall take effect and be in force from and after its passage.

Approved, March 2, 1880.

MISSISSIPPI LEGISLATURE.

SENATE.

FIFTIETH DAY.

WEDNESDAY, March 3, 1880.

Senate met pursuant to adjournment. Lieut. Governor Sims in the Chair. Prayer by Rev. Dr. Hunter. Present 20; absent 7.—Messrs. Braham, Bridges, Fitzgerald, Griffin, Jarnagin, Perry and Perkins.

On motion of Mr. Dalton, the privileges of the Senate were extended to Hon. W. M. Sticklin, of Marshall county.

The Joint Committee on Library submitted the following report:

Mr. PATTERSON.—The Joint Committee on the Library, to whom was referred the message of the Governor, in reference to the portrait of Hon. Jefferson Davis, presented to the State by Mrs. Sarah A. Dorsey, have considered the same, and have instructed us to report the accompanying concurrent resolution, with the recommendation that they be adopted.

STANLEY GILBERT, Chairman on part of the Senate.

A. J. McLAURIN, Chairman on part of the House.

HOUSE.

FIFTIETH DAY.

WEDNESDAY, March 3, 1880.

House met pursuant to adjournment. Mr. Speaker Johns in the chair. Prayer by Rev. Dr. Watkins. Present 21; absent 19.—Messrs. Andrews, Buford, Parnett, Carter, Ford, Gibbons, Hume, Leake, Lewis, of Claiborne, Madison, McLAURIN, of Lauderdale, Mellen, Mitchell, Montgomery, Myers, Selby, Spears, Wood, Wright.

Mr. Haddison offered the following: Resolved, That five minutes only be allowed to any one to speak on any one subject; that no one shall speak oftener than once on the same subject, and that no member shall yield his time to another.

Mr. Love moved to amend by inserting ten minutes instead of five. Mr. Field, of Lowndes moved to insert fifteen minutes.

Mr. Love's amendment was adopted.

Mr. Martin made the point of order that the standing rules of the House could not be changed, except by yeas and nays on any subject, which was sustained, and the resolution lies over.

Mr. Buchanan moved that H. B. No. 479, to incorporate the Mississippi Military Institute be made the special order for this evening at 8:30 o'clock. Lost.

Mr. Wolf offered the following, which was adopted:

Resolved, That on the report of committees on local bills, a bill reported adversely shall be considered until all other bills are considered and disposed of, under a recommendation that they do pass.

H. B. No. 411, to systematize the records of State lands, and facilitate the settlement of unsettled claims, was passed; first having been considered by the House in Committee of the Whole, Mr. Martin in the chair.

The special order for the day, H. B. No. 282, to organize and regulate the duties of the Department of Immigration and Naturalization, pursuant to Article 12, Section 23, of the Constitution, was taken up. (This bill was introduced in the House some time since by Hon. J. McLAURIN, of Claiborne, and a synopsis of it published in The Clarion, at New Orleans.)

On motion of Mr. Somerville, the House considered said bill in Committee of the Whole, Mr. Noland in the chair; and after some time spent therein, the Committee rose without taking action on the bill.

On motion of Mr. Seabrook, the Committee of the Whole was discharged from further consideration of the bill.

Mr. Love moved to table the bill, on which motion the yeas and nays were ordered; and the bill was tabled by the following vote:

YEAS.—Messrs. Anderson, Applewhite, Atwood, Bailey, Buford, Buford, Bynum, Byrd, Coleman, Cooper, Crain, Davis, Downs, Drane, Eaton, Ginn, Harlin, Harrison, Hill, Hudson, Hunter, Hunt, Kearney, King, Lewis, of Perry, Lyle, Matheson, Melvin, McLaurin, of Rankin, Morris, Nabors, Rainey, Rees, Ross, Seabrook, Stamper, Stevens, of Calhoun, Tankersley, Welborn, Wilson, Wolff, Mr. Speaker.—42.

NAYS.—Messrs. Bowman, Buchanan, Burdine, Camargo, Chamberlain, Clark, Currie, Day, Evin, Featherston, Field, of Lowndes, Fortney, Gilmer, Hays, of Marshall, Lyle, Martin, McGee, of Clark, McWILLIE, of Nesh, Ramsey, Robertson, Rogers, Russell, Shields, Somerville, Sykes, Talbert, Tammison, Torrey, of Jefferson, Torrey, of Safflower, Walker, Watson.—29.

The Speaker announced the following Committee of Conference on part of the House on Chapter 8 of the Code, in relation to salaries of officers: Messrs. Rees, Downs and Eaton.

S. B. No. 244, to authorize the sale of the Court House and grounds at McNutt, Leake county, was passed.

S. B. No. 167, with reference to the powers and duties of the Board of Mississippi Levee Commissioners, for the Mississippi Levee District, composed of the counties of Nesh, Bolivar, Washington, Issaquena and Sharkey, was tabled.

S. B. No. 166, to facilitate the construction of the Greenville, Columbus and Birmingham Railroad, was passed.

S. B. No. 200, to prohibit the sale of liquors in the town of Sarepta, was passed.

S. B. No. 258, to authorize appropriations to be made to build school houses in Holmes county, was passed.

S. B. No. 186, to incorporate the Anna Co-operative Association in Holmes county, was passed.

S. B. No. 79, to incorporate the D. W. Flower Ice Company, was passed.

House concurred in Senate resolution memorializing the United States Congress asking for an appropriation for the improvement of the rivers of the Western States.

THE CODE.

The House receded from its amendments to chapters 51 of the Code, in relation to roads, ferries and bridges.

H. B. No. 364, to amend the charter of Lea Female College, in Sumner county, was passed.

H. B. No. 359, to amend an act to incorporate the Southern Christian Institute, was passed.

H. B. No. 362, to amend an act to incorporate the Blue Mountain Female College, was passed.

H. B. No. 41, to add in supplying lost records in Wayne county, was passed.

H. B. No. 209, for the relief of Mary L. Ware, was passed.

H. B. No. 419, to authorize the sale of certain lands in Alcorn county, was passed.

On motion of Mr. Gibbs the Senate reconsidered the vote indefinitely postponing S. B. No. 175, to promote the extension of the railway system in this State.

House amendment to Senate resolution fixing the day of adjournment, was laid on the table subject to call.

At 2:30 o'clock, on motion of Mr. Gibbs, the Senate took a recess to 3:30 o'clock.

AFTERNOON SESSION.

Senate met at 3:30 o'clock.

Mr. Dalton entered a motion to reconsider the vote passing H. B. No. 276, to protect crops in Benton county.

The Senate receded from its amendment to Chapter 9 of the Code, in relation to Public Revenue.

The Senate proceeded to the consideration of the special order, viz:

House amendment to S. B. No. 166, to require the employment of convicts on works of internal improvement and provide for the support of the Penitentiary without loss to the State.

Mr. Reynolds moved to amend by striking out all of House amendment and insert a new bill, which, on motion of Mr. Singleton, was laid on table.

On motion of Mr. Bills, the Senate refused to concur in House amendment by the following vote:

YEAS.—Messrs. Anderson, Crigler, Gibbs, Lowrance, Reynolds, Vance and Walker.—7.

NAYS.—Messrs. Bills, Birchett, Brown, A. R. Carter, J. P. Carter, Cooper, Dalton, Gayles, Gilbert, Hamilton, Jackson, Johnson, King, Longino, Magee, Ratliff, Rogers, Singleton, Stewart, West and Wilcox.—20.

ABSENT AND NOT VOTING.—Messrs. Braham, Bridges, Cowan, Fitzgerald, Griffin, Humphries, Jarnagin, Perry and Perkins.—10.

H. B. No. 258, to revise the charter of the town of Lexington, Holmes county, as amended, was passed.

H. B. No. 370, to incorporate the Carrollton Female College, was passed.

H. B. No. 422, to amend an act to regulate the compensation of Gaston Weighers so far as the same refers to Attala county, was passed.

H. B. No. 364, to provide for an additional Justice of the Peace in Yazoo county, was passed.

H. B. No. 375, to prohibit the sale of intoxicating liquors in the town of Benton, Yazoo county, was passed.

H. B. No. 164, to define the western boundary line of Clay county, was passed.

H. B. No. 388, to incorporate the Holly Springs Oil Mill and Cotton Factory, was passed.

H. B. No. 430, to incorporate the town of Enterprise, was passed.

H. B. No. 481, to amend the charter of the city of Vicksburg, was referred to Committee on Corporations.

H. B. No. 336, for the relief of Mrs. H. S. Daney and Mrs. A. M. Todd, was passed.

The Senate adjourned in Executive session, a message from the Governor, after which the doors were thrown open and legislative business resumed.

On motion of Mr. Bills, the Senate took a recess to 7:30 o'clock.